



BY TELEGRAPH.

CHAMBERLAIN REJOICES.

He says the Gladstone Policy is Shaken.

UNIONISTS TO SUPPORT GOVERNMENT

The Amendment to Coercion Bill.

HALIFAX, June 16.

Chamberlain, after a unionist banquet, rejoiced that the signs of the times favored the unionists, and that lawlessness in Ireland would soon cease. He said that the peoples' confidence in the Gladstone policy was shaken. The unionists were forced to support the government rather than the Parnellites. Until Gladstone dropped his allies no reconciliation could be effected.

The amendment to the coercion bill, objecting to the lord lieutenant been allowed to proclaim any association interfering with the administration of the law or disturbing order, was lost by a vote of 280 to 149.

Special to the Colonist.

The Curlew Leaves Burin.

GREAT SYMPATHY FOR CAPT. FRANCIS
ALL ALONG THE COAST.

BURIN, To-day.

The steamer *Curlew* left here at five o'clock this morning, conveying the remains of the late esteemed Captain Francis. His death causes great regret along this coast. The greatest sympathy is felt for his afflicted wife and family.

NEWS FROM CAPE BROYLE.

Arrival of Schooner *Robie* from the Banks
with Four Hundred and Fifty Qtls.

CAPE BROYLE, to-day.

The schooner *Robie M.*, Captain Purchase, arrived from the Grand Bank this morning with four hundred and fifty qtls. of fish, and is now landing to M. P. Cashin's. Caplin numerous, but blowing too hard for seining; fifteen sail waiting.

OUR ADVERTISING PATRONS.

Shirts, shirts..... M. Monroe
St. George's Society..... Edgar Bowring
The "Sleeping Queen"..... Monday June 20th
To the ladies..... J. F. Chisholm

NEW ADVERTISEMENTS.

NOTICE!

MEMBERS OF THE ST. GEORGE'S
Charitable Society, to Dine at the
Atlantic Hotel on the 21st inst., will
please send their names and the number
of their guests to the undersigned
before 6 o'clock, p.m., on SATURDAY
18th inst.

EDGAR BOWRING,
Sec. Committee.

[BY SPECIAL REQUEST.]

Star of the Sea Hall,
MONDAY, JUNE 20th.

Opera:

SLEEPING QUEEN.

—AFTER WHICH—

The most Laughable Farce,
'Ici on Parle Francais.'

Doors open at 7.15; Opera to commence at
8.15. Admission—Numbered reserved seats—50
cts.; general admission, 20 cts. Tickets to be had
at Mr. McConnan's bookstore. je16,3fp

To the Ladies.

THE YOUNG LADIES' JOURNAL
for July, containing the commencement of a
New Story, entitled—"Mirande,"
Bow Bells Magazine for July
Myra's Journal for June
Family Herald for June
The Ladies' Journal, complete guide to Work Table
Menns Made Easy—by Nancy Lake
A Life of Queen Victoria—for twopence.

J. F. Chisholm.

NEW ADVERTISEMENTS.

Shirts! Shirts!

20 dozen Mens'

WHITE, OXFORD & REGATTA SHIRTS.

Being offered at nearly Half-Price to clear.
We would particularly call the attention of Gentlemen to the above goods,
as they are Exceptional Value we feel assured that such goods were never offered
at such prices.
See our windows This Evening, where everything is marked in plain figures.

M. MONROE.

je16,3fp

FOR SALE.

By Shea & Co.

The following choice brands of

FLOURS:

Now landing, ex Greenland from Montreal,
WHICH WILL BE SOLD CHEAP WHILE DISCHARGING.

369 barrels "White Star."
500 barrels "Silverdust."
250 barrels "Rival."
250 barrels "Green Valley."

—ALSO—

50 Packages Choice New Butter.

je16,3fp

English!

PLUM JAM,

Ex steamship *Peruvian*—At the Old Price.

A Choice Article.

—FOR SALE BY—

GEORGE E. BEARNS.

je16,3fp



NOTICE!

All Parties Having Claims

against the BOARD OF WORKS, will please fur-

nish the same (duly attested) not later than

Wednesday, 22d inst

(By order.)

P. W. KELLY,

pro Secretary.

Board of Works' Office,

14th June, 1887.

JUST RECEIVED.

JULY PART YOUNG Ladies' Journal.
June part Myra's Journal, Family Herald,
Metropolitan Fashions.
Also, "Something to Read,"—latest No.
Song Folio—60 cts.; Classic Gems—30 cts
Contralto, Baritone and Bass Songs—60 cts
The Arthur Sullivan Album—30 cts
Dane Album, 60cts; National Dance Album, 60cts
Children's Folio, 6cts; Ideal Songs, 60cts
Long Olio—60 cts
Late Nos. of Sea Side Library.

CARRETT BYRNE,

je15,3fp Opp. New Post Office.

HOSIERY - AND - GLOVE - DEPARTMENT

—AT—

J. J. & L. Furlong's.

3, Arcade Buildings.

Ladies' and Children's Cashmere and Silk Hose
Ladies' and Children's Cotton Hose from 4d up
Mens' Cotton Cashmere and Silk Half-Hose
Mens' Merino, Taffeta and Cotton Underclothing,
in different sizes
Mens' and Boys' White Shirts. je16,3fp

NEW ADVERTISEMENTS.

Paints! - Paints!

[Mixed—in one and two lb. tins.]

ALSO, THE CELEBRATED

LaPages Glue and Belting Cement.

GLASS—ALL SIZES.

Cut, Wrought, Patent and Dory

NAILS!

Tin, Block, Sheet and

Galvanized Iron,
AT LOWEST PRICES.

Arcade Hardware Store.

M. MONROE.

je18,1wp 339 Water Street, 339.

Stock Improvement Society.

THE STOCK IMPROVEMENT SOCIETY
will meet on THURSDAY EVENING, in
the Atlantic Hotel, at 8 p.m. A punctual attend-
ance is requested. [tel&mer,li] je14

HARD TIMES' OFFERS!

£1050 will buy for ever a valuable Estate,
consisting of five Dwelling Houses on
the north side of Theatre Hill.

£800 will buy for ever a convenient
Brick Dwelling House and Shop on the
south side of Duckworth-street.

£300 will buy for thirty-five years a
Dwelling House and Shop on Adelaide-
street, near Water-street,—a first-class
stand for any business.

£180 will buy for fifty-six years a new
Dwelling House in Brazil's Square—
splendidly finished throughout, suitable
for a gentleman's residence.

£130 will buy for twenty years a very
convenient Dwelling House, situate near
Fishermen and Seamen's Home.

£100 will buy for 999 years a new
Dwelling House and Shop on Belvidere-
street, the rear ground of which fronts
on another street.

£100 in two payments—that is to say:
£50 now and £50 during next year. will
buy for 999 years a new Double House
(3 tenements) on Belvidere-street.

£120 will buy for 999 years a new 3-
storey Dwelling House on south side of
James' street, Georgetown.

£100 will buy for fifty years a very
comfortable Dwelling House in Brazil's
Square.

£70 will buy for twenty-six years a
new Dwelling House on Lime-kiln hill
—no ground rent whatever.

£70 will buy for twenty years a large
comfortable Dwelling House and Shop
on New Gower street, suitable for any
business.

£90 in two payments, will buy for
ever a beautiful 32-acre Farm on Topsail
road.

Beside the above-mentioned property, I
have quite a large lot of Land which I am authorized
to either sell in building lots or lease for terms
of 999 years. For further particulars respecting
this property, apply to

JAMES J. COLLINS,
Not. Pub. & Real Estate Broker.
Office: 9 Princes-street. may28,3fp,aw&m

JUST RECEIVED.

—A large and varied assortment of—

Child's Pooke Bonnets,

(in all the newest colors and

shapes, from 1s. upwards.)

A full line of Ladies' Newest Braided
Black Jerseys—for out-door wear.

A lot of Swiss and Oriental Laces—in
cream and white.

je15,3th&s JOHN STEER.

WANTED.

A HOUSE in a convenient part of
the town, with water and sewerage.
Apply by letter, stating rent. Address "B,"
COLONIST Office. je10,3fp.

BAZAAR AT LITTLE BAY.

A BAZAAR OR SALE OF GOODS

will take place at Little Bay in JULY next,
the object being to liquidate an old debt and re-
alize a sufficient sum to make some church im-
provements. The undersigned, therefore, appeal
to the generosity of their many friends in St.
John's and Conception Bay for contributions:—
Mrs. D. Courtney, Mrs. E. Dunphy, Mrs. W.
Grant, Mrs. J. Finlay, Mrs. W. Foley.
mar30. S. O'LENN, P.P.

DR. BENNET'S OFFICE,

(308, Water Street.)

Open from 9 to 12 a.m.; and from 3 to 4 p.m.
mar1,3t

NEW ADVERTISEMENTS.

NOTICE.

General Post Office

ON AND AFTER THE 1st OF JUNE
Parcels may be transmitted by Post from
Newfoundland to the undermentioned Countries,
in Europe, at the rates specified:—

COUNTRIES.	Under 2 lbs	Between 2 lbs & 6 lbs	Between 6 & 11 lbs.
Austria-Hungary, Denmark, Heligoland and Switzerland	2/3	5/-	8/5
Belgium	2/-	4/8	8/5
Germany (via Hamburg)	1/10	4/7	8/5
Holland	1/9	4/8	8/5
Italy (via Germany)	3/1	5/10	
Luxemburg	2/-	4/8	8/7
Norway	1/7	4/7	8/4
Sweden	2/-	5/5	

J. O. FRASER,

Postmaster General.

may30,10i,3iw



NEWFOUNDLAND.

GOVERNMENT NOTICE.

TENDERS will be received at this Office, until
noon on THURSDAY, the 15th day of Sep-
tember next, for

Two Suitable Steamers,

Composite built, fitted to contend with ice for the
Postal Service, North, South and West of St.
John's, and to be employed on any other Public
Service that the Governor in Council may, from
time to time, direct.

The Boat for the Northern Service must be
about 750 tons, gross measurement, 180 feet long,
30 feet beam, draft of water not to exceed 13 feet
when loaded; to have accommodation for 60 Cabin
and 90 Steerage Passengers. The Service will be
Nineteen Fortnightly Trips North, in each year,
commencing about the 1st MAY, 1888, and on the
same date in subsequent years.

The Boat for the South and West Service must
be about 600 tons, gross measurement, 160 feet
long, 28 feet beam; draft same as above, to have ac-
commodation for 40 Cabin and 70 Steerage Passen-
gers. The service will be Twenty-six Fortnightly
Trips, South and West, in each year, commencing
about 1st MAY, 1888.

Both Steamers to Class A 1 at Lloyd's (England),
for Fifteen Years, and to have a speed of at least
12 knots.

The Contract to be for a Term of 12 years to be
computed from the term of commencement of the
service.

Tenders to specify the rate per round trip at
which each service will be performed.

TENDERS will also be received for a Boat similar
in size, accommodation and speed to the Boat
required for the Northern Coastal Service, to run
between St. John's and Halifax fortnightly, dur-
ing the Winter Months, (say 7 round trips), com-
mencing in January 1888.

The Contract for this Service may be combined
with that for the Northern Coastal Service and be
performed by same Boat.

Tenders to specify the rate per round trip at
which the Service will be performed.

Further particulars may be had on application
to this Office.

M. FENELON,

Colonial Secretary.

COLONIAL SECRETARY'S OFFICE,

St. John's, Newfoundland,

12th May, 1887. 2iw

NEWFOUNDLAND.

GOVERNMENT NOTICE.

TENDERS will be received at this Office until
noon on THURSDAY, the 15th day of
SEPTEMBER next for suitable

STEAMERS,

plying between a Port in the United Kingdom
and a Port in North America, North of Cape
Henry, to call at St. John's, Newfoundland, fort-
nightly, with and for Mails and Passengers. To
make Twenty Round Trips per annum between
April and the end of January in each year. The
Service to begin in April, 1888, and to continue
for Five Years.

Passage and Freight Rates, and accommodation
for Passengers, to be subject to the approval of
the Government.

Tenders to specify the rate for each Trip East
and West, at which the Service will be performed.

TENDERS will also be received for the per-
formance of a

Fortnightly Winter Mail Service,

(Say Seven Round Trips),

between St. John's and Halifax, commencing in
January, 1888. The Boat for this service must be
about 750 Tons measurement, fitted to contend
with field ice, speed to be not less than 12 knots.
Tenders to specify rate for each fortnightly trip.

Further information may be obtained on
application at this office.

M. FENELON,

Colonial Secretary.

COLONIAL SECRETARY'S OFFICE,

St. John's, Nfld., 12th May, 1887. 2i,w

J. M. LYNCH,

Auctioneer - and - Commission - Agent,

BECK'S COVE.

dec16

THE COLONIST'S GLOUCESTER LETTER.

GLOUCESTER, May 31, 1887.

Arrivals on Sunday and Monday: Eight from
George's; five from Grand Bank; four from
West Banks; five Shore—aggregate, 366,000
lbs. cod, 135,900 lbs. halibut, 7,000 lbs. hake
and cusk, 77,000 pollock; two fares mackerel
—188 brls—sold, sea-packed, at \$6.25 per brl.
Arrivals this a.m.; two fares mackerel—113 and
78 brls.; one vessel empty; four from Georges—
820,000 lbs cod, 10,200 lbs. halibut; one from
Shore—25,000 lbs. cod, hake, etc. Nothing
favorable from the mackerel fleet, now widely
seaward. Dense fog most of the past ten days
has prevented catch of any amount.

New York, Tuesday, a.m.—No news from
the fleet.

NATIGAN, Tuesday, a.m.—80 lbs. small and
med. herring on weir.

PROVINCETOWN.—Arrived from West Bank,
schooner *Nellie Swift*, with 25,000 lbs. cod.

BOSTON.—1,300 brls. fresh mackerel arrived
from N. S. weirs, and 120 brls. from Cape Cod
weirs; size, mostly large. No sales on Monday,
business being suspended. No salt mackerel, as
yet, received from Nova Scotia.

YARMOUTH, N.S.—Mackerel traps about here
have had only a night-catch to date; some of
them no catch at all. All that have been caught
were shipped fresh. The schooner *Yarmouth*, on
her last trip, had 1,200 lbs. fresh mackerel.
Market now bare of dry and pickled fish. Late
sales in the West Indies netted \$4 per qtl. for
small dry cod. Eastham traps have 20 brls.
mackerel, and some small herring.

SOUTH CHATHAM.—No bait. Received from
Monomay weirs, 12,000 large mackerel, and
9,100 landed at Harwich on the 27th, and 8,000
on the 29th. Fair Huron weirs have from 3 to
5 brls. of bone squid a day—selling at \$1.80 per
brl. With wind west, or south-west, squid will
be plenty. Butter-fish in their purity and very
large; few scup; few large mackerel; first
large weir fish on the 28th.

SAYBROOK, CONN.—Shad continue scarce;
season closed on three weeks.

BLACK ISLAND, R. I.—Cod plenty; mackerel
scarce; reported seen 75 miles south. No sword-
fish yet.

PROVINCETOWN, R. I.—The schr. *Liddy Dyer*
arrived with 115 brls. fresh mackerel, caught off
Black Island on Saturday.

SOUTHPORT, ME.—Cod fleet now on the bank;
report fish scarce. No arrival expected before
June 15th. Last season all had arrived on first
trip by June 1st. No old or new mackerel; few
alewives. The schooners *Howard* and *Sabine*
baited with squid and sailed on Thursday, a.m.
Arrivals for the past twenty-four hours; three
from Western Bank, 90,000 lbs. cod, 1,000 lbs.
halibut. Seven from Georges, 151,000 lbs. cod,
9,000 lbs. halibut; three from Querean, 18,000,
lbs. cod, 66,000 lbs. halibut; one from Ipsco
Bay, 8,000 lbs. cod; one from off Newfoundland,
40,000 lbs. halibut. Arrivals the past week
have been more numerous than any week this
year. Next week arrivals will probably be
small, and receipts light, on account of the large
number this week and the scarcity of bait.

Total arrivals and receipts, week ending May 26,
1887, Fares, 130; mackerel, 654 brls.; cod,
2,531,000 lbs.; halibut, 302,300 lbs.; hake
46,000 lbs.; cusk, 48,000 lbs.; haddock, 36-
000 lbs.; pollock, 320,000 lbs.; oil, 1,00 brls.
Week ending May 26, 1886, fares, 41; mac-
kerel, 210 brls.; cod, 936,000 lbs.; halibut,
145,600 lbs.; hake, 7,400 lbs.; haddock, 16-
000 lbs.; pollock, 85,000 lbs. Prices remain
firm and steady, no change in prices of cargo,
lots or jobbing sales. Mackerel receipts are yet
too light for any fixed or steady price; cargoes
vary much in size and quality, and prices from
first hand, sea packed as they can, have a wide
range from \$6.25 to \$8.50 a barrel. For the
first time in many months bait is scarce all along
the coast, large schools of pollock keep the her-
ring wide out. Weirs at Truro, this a.m., all
have some small mackerel, and 30 brls. of herring.

New York.—Arrivals Wednesday, p.m.,
schooner *Margaret Smith*, 10,000 fresh mac-
kerel. *Herald of the Morning*, 100 brls. mac-
kerel, sea packed, sold at \$6.25; none in this
morning.

DEER ISLE, Me.—The few herring caught are
all used for sardines, none for bait.

SAYBROOK POINT.—The alewife catch on the
Conn River—now over—has been the largest for
years, 10,000 brls. have been caught; none now
on hand, fresh or salt. From April 12, to May
15, the Conn River was a freshet of 14 to 22
feet of high water, and very cold. This had
probably kept shad away, the catch of which has
been very light. On coast and river only 65,000
shad taken; a few salmon and blue fish; plenty
of flounders.

The highest point attained by the thermometer
during the last twenty-four hours was 51; the
lowest, 38.

P R/Bomers

Select Story.

PUT ASUNDER.

BY THE AUTHOR OF "UNDER A SHADOW."

CHAPTER LII.—(Continued.)

A FATAL COUNSEL.

With a failing step, Gertrude returned to her boudoir. Fanny sprang forward to draw an easy-chair for her mistress.

"Oh, my lady! Indeed, you have been overtiring yourself. You look like death. Oh, my dear lady, do be more careful!"

"It is only the heat of the day, Fanny. I wish you would bring me a glass of sherbet, and ask Miss Hyde to come to me; and send up our luncheon to the balcony, by and by; and let no one disturb me. I wish to rest, and talk with Miss Hyde."

Having made her lady comfortable, Fanny summoned Isabel, who came with every appearance of loving anxiety.

"I did not know what had become of you, Gertrude, I have feared everything. Tell me what has happened."

"The worst that could have happened—a terrible outbreak with Rudolph."

"You distress me. It is most unjust of him. Can he not see how delicate and nervous you are?"

"He recognized the handwriting of Colonel Lennox on that horrible note. He demanded it. I had burned it. I could not tell him what was in it; for though there were but four lines, one might suppose anything."

"And Lord Castlemaine so hasty and jealous!" sighed Isabel, seated where Gertrude could not catch her eye.

"And he has learned that Colonel Lennox is staying near here. He accused me of seeing him—asked me if I met him often, alone, by appointment,—vowed he would question you, every one."

"And what did you admit?"

"I admitted all."

"Gertrude!"

"Well, it was true; though not true as he supposed, that I cared for Colonel Lennox, or made appointments often. He drove me wild with his furious words, his hateful suspicions!"

"Just like a man's hastiness! Poor Gertrude! What then?"

"He vowed he would have a separation—threatened a divorce."

"Divorce! He could not prove any grounds for divorce."

"If he tried that," cried poor Gertrude, "I would let him go on as far as he chose. I would put nothing in his way. If he chose to destroy me, he might, and the guilt would be at his door."

Never had Isabel dreamed that the folly of Gertrude and the unreasoning fury of Rudolph would so soon give her the revenge her cruel spirit sought.

"Can he mean this?" demanded Isabel.

"I have doubt of it," said Gertrude, with unnatural calmness.

"He will demand either separation or divorce. In either case he will have grounds of proceeding. I can not deny Col. Lennox followed me to Bath, and here—that I have met him—that he has written to me. All this will be public. My life is ruined. Can I ever go into society, or see again those who have been my friends? If I were the bold, bad woman that I shall be supposed to be, I might, no doubt I would, go wherever I could amuse myself, and, as they say, 'face the thing out,' but I can not. My carelessness, and his cruelty, will take away my good name and I can never hold up my head again."

Poor Gertrude! lying back in her white chair, her hands folded in her lap, her face pale as snow, her eyes heavy with unshed tears, how little she thought that every word she uttered caused her cruel rival much infinite joy.

"He will set all the world, even my mother, against me," said Gertrude, with a moan.

"Colonel Lennox will not be turned against you," said Isabel.

"What do you mean?" cried Gertrude. "I hate Colonel Lennox. Can you not see that he has offended me beyond pardon? I hate him, and I fear him. Wherever I go he will pursue me. He is like a nightmare to me."

If I go to Eastdale Park, he will follow, and my mother will think that I am responsible for it. How can I rid myself of him? I wish I could fly away from all the world, and be hidden forever!"

"If Lord Castlemaine does fulfill his threat of separation, you will have a maintenance, and can live where you like."

"And wherever I go, or am, I will find the finger of scorn or curiosity pointed at me—the divorced Countess Castlemaine! When any eye falls on me, I will know that a story is recalled or repeated—not mine, but supposed to be mine—against which I can not defend myself. Only by losing myself forever from the world, from former friends, from my name, can I find quiet until I die."

This was the exaggerated feeling of one ill in body and mind—in a state of nervous tension. A true friend would have shown the unhappy Gertrude that her position was not so desperate and hopeless—that it was yet possible to secure peace, and vindicate her honor. Such a friend she would have found in her natural counselor, her mother; for the interests of a mother are identical with those of her child.

Gertrude had committed the folly of many ardent young woman. She had taken a stranger, a rash person of her own age, whose inmost heart she could not know, into the place of her most intimate adviser; he had revealed to his confidante little and great domestic discords—those things which a wife should shut up in her own heart.

But for this we can not blame the unhappy Gertrude alone; her mother had failed to reach her child's inmost sympathies, and failed to impress upon her the dangers of third parties in married life.

She saw clearly that Lady Craven, or Lord Castlemaine, could hardly fail to discover Gertrude's entire innocence of any evil in regard to Colonel Lennox. Matters could not be carried to extremity without any explanation, and although her pride might close her lips to her husband, Gertrude would, no doubt, speak the truth to her mother and to Mr. Grimheld. Isabel knew that Lady Craven would take up arms not against her daughter, but against her. She said:

"I see. Between your husband and Colonel Lennox, your mother and society, you have nowhere to turn. However, when Lord Castlemaine understands the state of your health, no doubt all proceedings will be dropped for the present, except that you will go to Eastdale, and be more closely watched."

"I should die of such suspicion and watching!"

"It would, no doubt, be more cruel than death."

"And so would delay. Uncertainty, the dread of the future, would drive me mad. Sometimes I think I am half mad now."

"You do not realize the chief dangers of this delay."

"And what are they?"

"You are heiress to a large property. If Lord Castlemaine gets now a divorce while your mother is living, you will at her death, come into unrestricted possession of your property."

"But what is property, in a blighted life like mine?"

"It is much; it gives a person position. Then, too, you are generous; and could find large consolation in works of charity. You could live where you like, on the continent somewhere—the Lady Bountiful, the local providence of your surroundings. Consider how much better it would be for you to live independently on your own large means than on some maintenance doled out by Lord Castlemaine, who would probably be married then to some one else."

A spasm of pain crossed Gertrude's lovely, pale face at these cruel words.

"It is true," she said.

"But you do not consider all," Isabel said. "Gertrude, you will love your child. That will be all that you have left you to love—the one heart true to you, and never condemning you. What joy, what consolation you could find in rearing your child! But do you not see the law makes the child not yours, but the father's. Your child will be a Castlemaine, and must be trained in the surroundings and traditions of its ancestors."

(to be continued.)

129 Water Street, 129.

JUST RECEIVED.

BEADED GRENADINE—choice patterns; Plush, in all colors; Womens' Hose, from 6d. per pair; Womens' Elastic Side Boots, from 5s. per pair; New Room Paper, from 4s. a piece; Mens' Straw and Rush Hats, from 6d. to 2s. each; Mens' Felt Hats, from 2s. each; Mens' Cloth Down Peak Caps, from 2s. each; Mens' Half Hose, from 6d. per pair; Boys' Felt Hats, from 1s. 3d. each; Boys' Tweed Caps, from 6d. each; Boys' Cricket Caps, from 6d. each; Job Lot Mens' Braces, from 6d. per pair; Job Lot Mens' Bows, from 3d. each; Mens' Tweed Suits, at twenty-five shillings.

june15

R. HARVEY.

EDWARD MEEHAN,

Auctioneer and Genl. Commission Agent,
Cor. Waldegrave and George Streets.

Houses & Land Let and Sold.

Fish and Oil received for sale.
Outport orders attended to. june15,6i

Strayed—A Sheep.

THE FINDER WILL BE REWARDED
on returning the same to

R. HARVEY, Winterton.
june15,2i

ON SALE BY
T. & J. GRACE

360 Water Street,

Choice Flour!

CROWN AND OTHER BRANDS.

june14

Jubilee Soap.

COLGATE'S SOAP—8-oz. bars, 100 in each box.

Colgate's Soap, 16-oz. bars—60 bars in each box
Jones & Co.'s No 1 Soap, 16-oz. bars, 36 in each box
Family Laundry Soap, 16-oz. bars, 36 in each box
Superior No 1 Soap, 16-oz. bars, 36 each box
Superior No 1 Soap, 16-oz. bars, 36 each box
Ivory Soap, 8-oz. bars, 100 each box
Scotch Soap, 4-oz. boxes
Honey Scented Soap, 4lb boxes, 4-oz. tablets
Glycerine Scented Soap, 4lb boxes, 4-oz. tablets
Brown Windsor Scented Soap, 4lb box, 4-oz. tab.
Assorted Fancy Scented Soap, 4lb bxs, 4-oz. tab.
Assorted Fancy Scented Soap, 4lb bxs, 2-oz. tab
F. S. Cleaver's Scented Soap, 3 tablets in each box

WHOLESALE AND RETAIL.

JOHN J. O'REILLY,

290 Water-st., 43 & 45 Kings Road.

TEA! - TEA!

Just received per steamer Caspian from London.

SHIPMENT TEAS,

(specially selected).

Selling Wholesale and Retail.

JOHN J. O'REILLY,

290 Water-street, 43 & 45 King's road.

may23

Nfld. Railway

CHANGE OF TIME.

On and after June 1st, Trains will leave St. John's at 10 a.m. for Harbor Grace and intermediate stations.

Leave Harbor Grace at 12.30 p.m., for St. John's and intermediate stations.

For further information and time-tables, apply to Agents at Stations on the line.

or to THOMAS NOBLE,

Gen. Agent, St. John's.

may23,1m

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CHINA TEA SETS,
China Cups and Saucers, Plates, &c., &c.
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Michael's Orphanage, will be held in November next, the exact date of which has not yet been determined. Ladies who have kindly consented to be table-holders, and their assistants, will accept this intimation and make the necessary preparations.

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The Nfld. Consolidated Foundry Co., Limited,

Beg to acquaint the public that they have now on hand, a variety of

Patterns for Grave and Garden Railings and for Crestings of Houses, &c.

AND WOULD INVITE INSPECTION OF SAME.

All Orders left with us for either of the above will have our immediate attention.

june6

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Will be Sold Very Cheap to clear out Yard. Apply at
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june1

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360, WATER STREET.

SEED OATS and HAY SEED.

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may5

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(Atlantic Hotel Building, Water Street.)

TABLE SPOONS & FORKS, DESERT SPOONS
and Forks, Teaspoons of the finest White
Metal—at reduced prices.

WATCHES, CLOCKS AND TIME-PIECES, En-
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Purchased from the best Houses in London, and offered at prices from 1s. 5d. to 2s. 4d., wholesale.
Special attention has been paid to the selection of these Teas, in order to secure the best value for his customers.

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Two tierces Hams—star round, equal to Belfast
Five hundred boxes Soap, viz: 'Royal Crown,' 'Myrtle,' 'Pale Olive' and Fancy Toilet ditto
Together with Bread, Flour, Loins, Jowls, Hocks and Libby, McNeil & Libby's mess & plate Beef
One hundred boxes Cigars—best brands. Ships stores supplied at shortest notice.

may27

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300 pairs Long Lace Curtains (double border)—at 1/11 per pair, worth 3/
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FOUND.

ON RED HEAD LEDGE, this morning, part of a Salmon Net or Leader, with part of two moorings. The owner can have the same by proving property and paying expenses of advertisement.

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June 6, eod Quidvidi.

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GENTS.—Your MINARD'S LINIMENT is my great remedy for all ills; and I have lately used it successfully in curing a case of Bronchitis, and consider you are entitled to great praise for giving to mankind so wonderful a remedy.

J. M. CAMPBELL,
Bay of Islands.

Minard's Liniment is for sale everywhere.
PRICE - 25 CENTS.
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Mrs. R. FENNELL
—Has now received her full stock of—
Ladies' and Childrens' Hats and Bonnets
in all the leading shapes and colors.
TRIMMINGS, AIGRETTES, WINGS, & A VARIETY FANCY GOODS.
A full line Ladies' and Childrens' Underclothing, Pinafors and Aprons,
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A Few London-made Hats and Bonnets.
250 Ladies Black and Colored Tulle Hats—at 1s 6d & 2s each; worth 2s and 4s.
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ranks with the very best, and no Sunday School management should adopt a new Singing Book without carefully examining one of their "tried and true" Sunday School Song Books.

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For a lovely little book for the young children of a Sunday School, look no further than **FRESH FLOWERS** (25 cts., \$2.40 per doz., Emma Pitt, sweet Hymns, Sweet Songs, Pretty Pictures.
Mailed for retail Price.

OLIVER DITSON & CO., BOSTON
may14.

THE COLONIST

Is Published Daily, by "The Colonist Printing and Publishing Company" Proprietors, at the office of Company, No. 1, Queen's Beach, near the Custom House.

Subscription rates, \$3.00 per annum, strictly in advance.

Advertising rates, 50 cents per inch, for first insertion; and 25 cents per inch for each continuation. Special rates for monthly, quarterly, or yearly contracts. To insure insertion on day of publication advertisements must be in not later than 12 o'clock, noon.

Correspondence and other matters relating to the Editorial Department will receive prompt attention on being addressed to
P. R. BOWERS,
Editor of the Colonist, St. John's, Nfld.

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170 and 171 Duckworth Street (Beach).
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The New Fog Horn,

(OFF GALLANTRY)

now located North of Hunter's Island (Ile aux Chasseurs), at a distance of about 50 yards from the Shore, will play from the 1st of March next, every time FOG AND SNOW will make it necessary.

The Sound will last for Six Seconds, with an interval of One Minute between each blast.
February 2nd, 1887, ft.

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Assets, January 1st, 1887: . . . \$114,131,963
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Just received, per ss *Greentlands* from Montreal,
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For Grazing Purposes.
One Large Field, and adjoining Woodland, about 30 acres, near the Rope Walk.
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A FEW TONS HAY.
Apply to
JAMES BRYDEN.
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LEGISLATIVE COUNCIL.

THURSDAY, May 12.

(continued.)

COMMITTEE ON SHIP BUILDING BILL.

HON. C. BOWRING agreed generally in the opinions advanced by the hon. Captain Cleary upon the subject of this bill. It seems to be the prevailing idea in this council, that if it had been limited in its operation to one year, this house would not offer very much objection to it. If restricted to the end of the present year it would have no effect whatever upon

THE MONETARY PART

of the bill, and he thought this house might, therefore, alter that clause which provides that it shall continue in force until 1892. If the hon. Colonial Secretary would give a promise, upon the part of the government, that the measure should only remain in force one year he should support it, but if it be intended that it shall continue in operation for five years he should certainly oppose it. If it be limited to one year the time should be extended to the end of June, 1888, because, otherwise, vessels now being built, or that may be built next winter, would not be entitled to bounty if it ceased at the end of the year. As regards the appointment of a Lloyd's surveyor, he thought the chief objection, on the part of the government, seems to be that it would involve a large expenditure for salary.

HON. C. R. AYRE—Five hundred pounds sterling a year. He (Mr. A.) had applied several times for a Lloyd's surveyor, and the reply was that a certain sum should be guaranteed; therefore the matter had fallen through. Perhaps if the words "competent surveyor" were introduced in the bill it might meet, to a large extent, the views of the hon. Captain Cleary, who has taken so much interest in this cause.

HON. P. CLEARY—As regards the salary of the surveyor, even if it were five hundred a year, it was very unwise to object, considering that it would be the means of throwing protection around the lives of our fishermen. Again, little, if any, of that salary would come out of the public treasury, as the fees for survey of local built and foreign ships requiring to be repaired and re-classed here would, probably meet the outlay. Then the repairing and re-classing of vessels that must go abroad to have that done, may be done here just as well, and at less cost under survey of a Lloyd's surveyor; and the employment it would afford, more than compensate for his salary, even had the public funds to bear the whole of it. It was monstrously absurd, as this bill provides, that vessels built here and claiming the bounty, shall be surveyed by a custom house officer, the bulk of such officers, as he was informed, being tradesmen who never were outside the narrow limits of their lives.

HON. COLONIAL SECRETARY did not think it was paying proper respect to the opinions and actions of members of the lower house, many of whom are as cognizant of the wants and requirements of the trade and business of the country as members of this branch, to assume that all the interest on, and sympathy for the fishermen, and anxiety for the safety of their lives, is to be found in this chamber. There is no just ground, whatever, for assuming that the government, in passing this bill to operate for five years, are regardless of the interests of the country, and the welfare of the people, and that they are acting from motives of self-interest in doing so. Such an interference would be both unreasonable and illogical. The question should be fairly treated on its merits, and he requested hon. members of this chamber to take all the circumstances into account, and with the assurance from the Attorney General that the provisions of the bill may be altered next session, to pass it, and the country, in the mean time, will have an opportunity of considering and weighing the arguments and opinions this discussion has brought out.

HON. C. R. AYRE had already given his views upon the subject, and denied the contention of hon. Captain Cleary that the vessels built at the northward are little better than "man-traps" and "floating coffins." As he said before, vessels built at the northward are as trustworthy to sail to any part of the world as vessels built anywhere.

HON. P. CLEARY—They never went very far. HON. C. R. AYRE had many years' experience in the business of this country, and if what the hon. gentleman has stated were correct, we should have had to deplore very many cases of our vessels foundering at sea. As a matter of fact, the number of such casualties is proportionally small as is to be found in the marine of any country in the world. The hon. gentleman's views are too sweeping and condemnatory in denouncing the character of vessels built at the northward. Considerable improvement has taken place in the build of late years both as to workmanship and material.

After further discussion the committee rose and reported the bill with a limitation to its operation for one year.

It was then read a third time and passed, and sent to the assembly with a message requesting concurrence of the amendment.

Placentia Railway.

HON. COLONIAL SECRETARY, in moving the second reading of this bill, said, its principle was the same as that affirmed in an act of the legislature passed in 1880, the chief difference being in point of detail; this measure providing for the appointment of three commissioners, while the act of 1880 provided for five. It proposes to authorize the government to borrow a certain sum of money for the construction of a branch line of railway from Harbor Grace junction to Placentia. What has been termed a railway policy is a matter on which considerable discussion has taken place in both branches of our legislature during the past 6 or 7 years, and there is nothing new or unknown to hon. members regarding the application of a principle introduced before the legislature seven years ago. For this reason it was unnecessary for him to make any lengthened remarks upon the subject. The desirability of constructing the proposed branch line is approved of by men in prominent representative positions, who consider that large benefit will hereafter accrue from it to the people of Placentia Bay, Fortune Bay and the Western part of the island generally. It goes without saying that the line already in operation between St. John's and Harbor Grace will derive great advantage from the operation of this branch as a feeder, leading to an augmentation of its tariff. As so many interests will be benefited by it, owing to the large populations living at the westward, it cannot fail to be productive of much good. Hon. gentlemen will, of course use their best judgment in dealing with this measure, having regard to its bearings upon the country at large, and upon that section of it to which it more particularly refers. He begged to move that the bill be now read a second time.

HON. A. HARVEY, before proceeding to the discussion of this bill, should like to be informed whether the hon. Colonial Secretary has any answer to make to the notice he (Mr. H.) had given yesterday, if at the time of the present Receiver General being appointed, an agreement was entered into by the hon. premier to construct the Placentia railway; and if so to lay a copy of that document upon the table of the house.

HON. COLONIAL SECRETARY replied that no agreement has been entered into between the hon. premier and the hon. Receiver General for the object stated. As regards any interchange of private views or opinions that may or may not have passed between those gentlemen, it was not his province to speak, nor was it a question that

comes before the legislature in its legislative capacity. With the private views and affairs of gentlemen we have nothing whatsoever to do.

HON. A. W. HARVEY—That answer of the hon. Col. Secretary to his (Mr. H's) question, was very much as he had expected it would be. He had thought, when he put it, that the reply might possibly save him from making statements which he should now take the responsibility of placing before the council, which he was not in a position to prove before a court of law, but which, he felt very sure, will recommend themselves to the minds of hon. gentlemen as bearing the impress of truth. The bill which we are now asked to assent to, is one of

THE GRAVEST IMPORTANCE,

and he could not let the motion pass without expressing the views that he held upon it, more especially because he had, with the exception of one previous occasion, always been a strong and earnest supporter of every railway measure that had ever been submitted for the assent of this house. It may, therefore, be thought that the stand he was now about to take was a sudden change from his former position, but he could point to the fact that he steered the same course that he held from the time a railway policy was first submitted to our legislature; contending now, as he did then, that to attempt to build a railway in this colony on government account was akin to a criminal act, and that those who would force such a course upon the colony, were fit subjects for the penitentiary or the lunatic asylum. He had never ceased to hold these views, while having considerable faith in the efficacy of railways when built by the stimulus of a government subsidy within the means of the colony, and dependent upon the working of the line. He should like, before proceeding further, to assure the hon. Colonial Secretary that any remarks that may fall from him in dealing with this measure, which may appear to reflect upon the government or their supporters, are not made through enmity or ill-will. But in discussing the action of the executive during the past year, he might feel obliged to use language that would seem to reflect upon them, but without any ill-feeling it may seem to imply. He was no party man, nor in any way opposed to the government, but he was decidedly and determinedly opposed to the principle of this bill which they have laid before the legislature for enactment. We have been assured by the hon. Colonial Secretary that the principle of this measure is in accord with and a confirmation of the principle adopted by the legislature in 1880. In that year an act embodying the principle of the government building a railway, was passed, but subsequently submitted to a joint committee of both houses of the legislature, which, after long and careful consideration during an entire year, repudiated it, and a bill was passed in 1881, emphatically

REJECTING THE PRINCIPLE

of the government undertaking such a work, and based upon terms and conditions entirely opposed to those underlying the bill now before us. Nothing could be further from the minds or intentions of the originators of the procedure in 1881 than such a position as that proposed to the legislature to-day, and the steps taken in connection with this measure. On the former occasion, 1880, all was open and above board, nothing was kept secret from the public. The measure was brought frankly before the legislature, and was fully, openly, and honestly discussed by both branches; no privacy was resorted to, no coercion used towards reluctant members of the legislature to secure the adoption of the course that was proposed. Every member of both branches acted independently to the best of his knowledge and ability, in the endeavor to arrive at a result that was supposed to be the best for the interest of the colony. It was no govt. measure, some of the members of the executive voted against it. What was the result of the policy then proposed? The most capable body of gentlemen that could be found in the colony was appointed from both houses, who frequently met in consultation upon it for nine or ten months, and often at great personal inconvenience and sacrifice of time, and what was the outcome of their deliberations? At the beginning of the year 1881 there was not one member of either branch in favor of building a mile of railroad in the island at government expense. No condemnation was too strong for one and all of them to apply to any such procedure, and the legislature in that year pronounced against it in the most decided terms, and before any measure dealing with construction of the railway was passed in 1881, the act of the previous year authorizing railway construction by the government, was unanimously rescinded and expunged from the statute book. Now he appealed to the hon. Colonial Secretary, and all the hon. members of this house, to say whether there could be a more

EMPHATIC CONDEMNATION

of the principle of the bill now before us, than that united and significant action of the legislature in 1881. And remember, too, it was at a time when the circumstances of the colony were in a flourishing condition: the fisheries were good, the people prosperous, money was circulating and able-bodied paupers were few. If that policy were decreed suicidal when our condition was flourishing, how much more so must it now be when all the interests in the colony are depressed and the people are fleeing from a land in which they fail to find employment? Some of the most capable men in the colony, who spent nearly a year in considering a question of

RAILWAY BUILDING.

came to the conclusion that to do so with the means of the colony would be disastrous to it; and when next the railroad question was mooted, the government and legislature proceeded upon an entirely different principle. Even supposing the measure were now called upon to approve of was based upon the same foundation as the act of 1880, namely, the principle of an open, not a government, contract, it would take a great deal of argument to convince him that that intelligent and competent body who then pronounced a condemnation of the colony building railways on its own account were wrong in their judgment. He should bring to the notice of hon. members words spoken by leading members of the present government within the past thirteen months which convey a stronger denunciation of the railway policy, and especially the principle contained in this bill than any terms he could use. The hon. acting premier, the hon. speaker and numbers of others, supporters of the government, declaimed against it in no uncertain tones, and he would venture to say their utterances at the time conveyed a sincere expression of what they felt and believed to be right; and if unbiased by certain considerations they would speak the same sentiments to-day. It is pertinent to ask why they do not do so, and in reply to this question the history of this bill may be quoted. After the legislature was prorogued, in May last, certain negotiations were opened between one or two of the government and members of the opposition of that time, and a bargain was made between them. On one of the early days of the present session, the hon. Colonial Secretary misquoted him (Mr. H.) in stating that he asserted that the construction of the Placentia railway was

A BRIBE TO THE LIBERAL PARTY.

He (Mr. H.) did not know at the time, nor had he the remotest conception that the building of that road had been an actual part of the bargain entered into, and he had, therefore, repudiated the imputation of having used the words in the sense attributed to him. He could not have believed that gentlemen, who had so eminently denounced railroad building at government expense, last session, could, within a few short months, have swallowed all their protestations and consented to a course which they declared to be

lacious, ruinous and unjustifiable. However, they did enter into a bargain to build the Placentia railroad, and it was kept from the knowledge of nine-tenths of the supporters of the government, and even from certain members of the executive itself. One or two gentlemen, members of the executive, made the compact with certain members of the opposition, a secret compact, of which the bulk of their party and supporters were kept in complete ignorance. He did not believe that the hon. Mr. Ayre, or the hon. Colonial Secretary, both members of the executive, would have delivered the speeches they made here if they had been cognizant that before the amalgamation took place the hon. the Premier had bound himself, and pledged the government, of which he was the head, to build this Placentia railroad. He had asked for the correspondence containing the terms, but it is not forthcoming. This, however, he would assert, that but for

THE PREMIER'S LETTER,

the contents of which he had heard from many sources, and the way this matter was submitted to the lower house, and the pressure used to further the scheme, this bill would never have seen the light of day. Thus has the main body of the supporters of the government, in another place, been coerced to assent to a measure, which, if left to the dictates of their own judgment and reason, they never would have sanctioned. It was proclaimed publicly throughout the country that one of the chief motives that actuated the Thorburn government on coming into power was to curtail and reverse the extravagant expenditure of their predecessors, and run the government upon sound commercial principles. All wild cat enterprises were to be eschewed, expenditure reduced, and economy was to be the order of the day. Upon such principles we were told the Government was to be worked, but all was reversed upon a certain day in July last when the bargain referred to was made, and because it was made by three or four gentlemen, members of this council are now asked to give their assent to a bill to consummate it. On the 23rd March, 1886, the following words were spoken by the hon. Attorney General Winter, who is, at present acting premier of the government. They contained his (Mr. H's) sentiments exactly but in more

EXPRESSIVE LANGUAGE

than he could use:—

"What does that mean? It means an increase of twenty-five per cent. upon the taxation of last year. It is possible, but not, I think, probable, that I exaggerate these figures. No one knows better than the hon. gentleman what the effect of such an increase of taxation would be upon the trade and commerce of this country, especially when he considers the present depressed situation of our affairs, and the doubtful future of our trade relations, so far as they depend upon the fisheries. The hon. gentleman knows how a little addition to these burdens would shake many of our firms to their foundations, and what small losses might imperil their stability. He knows that at present the fisheries are almost the sole resource of the country; and that the whole reliance of the fishermen is upon the prospect of their obtaining supplies. He knows how sensitive our trade is, like the trade of every other country, to increased taxation. I think that our trade has borne such a strain in the past that it is perilous to increase it further, unless a clear way to future success is apparent. If putting on one strain would relieve a more serious one, I should be ready to impose it; but we cannot shut our eyes to the fact that the bulk of the population will not be benefited by the railway at the outset, but will have to bear the burden of taxation, nevertheless. We cannot afford, for the sake of affording employment to comparatively few of the population, to lay so heavy a burden upon the majority. The experience of the past four years is sufficient proof of that fact. The hon. member wants to take a large number of our people away from the fishery and put them to railway work. That has been done any time during the last four years, and about \$2,000,000 has been spent on

RAILWAY AND DOCK WORK;

and with what effect upon the fishermen of the country? It is true that benefits have been conferred upon a few in the district of St. John's and in the district of Conception Bay; but it is a very remarkable fact that it is in those very districts that the greatest destitution now prevails. That fact shows of what little beneficial effect upon the general condition of the people, employment upon the railway has, and how inadequate a remedy railway labour is for a state of great depression in the country. We took up the railway at a time when the fisheries, though not abundant in their produce, were in their normal condition, and when we concluded that they should sustain the population for some time. It was anticipated that the people would in the beginning of railway operations be drawn into the prosecution of other industries, and that in a little time there would be a prospect of immigration of lumberers and farmers which would tend to increase not only our population, but our revenue. It was not expected that in so short a time the fisheries would fail as they have done, but that they would still have continued sufficiently productive to enable the fishermen to pay the increased taxes without serious difficulty. It was well understood that many would derive no benefit from the railway; but it was thought that by the imposition of slightly increased burdens on the people, permanent advantage would accrue to the country. But now, according to the showing of the hon. gentleman himself, the case has turned out far differently. Nothing has so saddened me in my views upon railway matters as the statement which the hon. gentleman has given us of the condition of the fishermen of our country. For many years to come the taxpayers must be our fishermen, and they will have to bear the burden of any increased expenditure; and the hon. gentleman having represented their condition as hopeless, cannot expect that they will be able to bear any such heavier burden than they do now. The fishermen must pay the taxes until a population of a different class springs up amongst us. But the hon. gentleman knows that the growth of the lumbering industry, and especially the growth of

